

---

occur within the 60 DNL noise contour; however, a requirement for the incorporation of sound attenuation standards into the design and construction could be incorporated.

It is also recommended that the land uses allowed within the 2002 65 DNL noise contour be modified to not allow the development of noise-sensitive development within this contour. The FAA strongly discourages the construction of noise-sensitive developments within the 65 DNL noise contour. The construction of residences, schools, churches, and libraries should not be allowed within the 65 DNL noise contour.

The current requirements of development within the 70 and 75 DNL noise contours should remain as currently stated within the Airport Environs Noise District.

- 5. Incorporate into the Airport Environs Noise District ordinance airport land use compatibility guidelines for review of development projects within the noise district.** This policy is proposed to apply throughout the Airport Environs Noise District. The adoption of special project review criteria, specifically addressing airport land use compatibility needs, would provide guidance to land use decision-makers as they review project proposals.
- 6. Maintain compatibly-zoned areas within the 2002 60 DNL noise contour when possible.** The majority of the area contained within the 2002 60 DNL noise contour is currently zoned for compatible land uses. When possible, the areas that are zoned for compatible use should be maintained.

## PROGRAM MANAGEMENT ELEMENT

The success of the Noise Compatibility Program requires a continuing effort to monitor compliance and identify new or unanticipated problems and changing conditions. Four program management measures are recommended.



- 1. Establish a Geographic Information System (GIS) for receiving, analyzing, and responding to noise complaints; publishing the prepared noise contours; and community outreach.** The airport currently has a system of recording and responding to noise complaints, as well as pro-active community outreach efforts. In addition to recording and filing complaints, it is important for airport management to respond to complaints, even if it is not possible to take remedial action. As part of this effort, it is recommended that the Airport Authority update the current noise complaint monitoring system. The Airport Authority should develop a computerized GIS system to map the noise complaints to better identify geographic patterns and trends that emerge which may deserve special attention.
- 2. Prepare military and civilian pilot guides to make transient pilots aware of the noise abatement procedures which have been established for military training activities.** Pilot guides describing civilian and military airport noise abatement information should be prepared for wide distribution to pilots using Lincoln Airport. The guide should include an aerial photo showing the airport and the surrounding area, pointing out noise-sensitive land uses, and preferred noise abatement procedures. It could also include other information about the airport that pilots would find useful. The guide should be suitable for insertion into a Jeppesen manual so that pilots will be able to conveniently use it.

**3. Review Noise Compatibility Program implementation.** Airport management must monitor compliance with the Noise Abatement Element. This will involve checking periodically with airport users and the local FAA Air Traffic Control Tower Manager regarding compliance with the informal military and civilian procedures. Additionally, the run-up policy and noise complaint information should be reviewed periodically to evaluate the success of the program. It may be necessary from time to time to arrange for noise monitoring, noise modeling, or flight track analysis to study issues that may arise in the future.

**4. Update Noise Exposure Maps and Noise Compatibility Program.** Airport management should review the Noise Compatibility Program (NCP) and consider revisions and refinements as necessary. A complete plan update will be needed periodically to respond to changing conditions in the local area and in the aviation industry. This can be anticipated every five to ten years. An update may be needed sooner, however, if major changes occur. An update may not be needed until later if

conditions at the airport and in the surrounding area remain stable or do not change as anticipated in the Plan. The 2002 and 2007 noise contours are depicted on the previous page.

## A CONTINUING COMMITMENT

The Lincoln Airport Authority is committed to promoting the airport as a vital link to the nation's air transportation system for the benefit of the local economy and local citizens. At the same time, noise compatibility remains a high priority and the Airport Authority will continue reviewing the Noise Compatibility Program to ensure it is fully implemented and to look for ways to improve it.

The Airport Authority welcomes local interest in the airport and in our noise compatibility efforts. Let us know how we are doing. Airport management is available to meet with local service organizations and citizens to discuss your concerns and interests. If you have any questions about the airport, call (402) 458-2400 during normal business hours.

---

### *FOR MORE INFORMATION, PLEASE CONTACT:*

Mr. Jon Large, P.E.  
Deputy Director, Engineering  
Lincoln Airport  
P.O. Box 80407  
Lincoln, NE 68501  
(402) 458-2400  
email: [Jlarge@LincolnAirport.com](mailto:Jlarge@LincolnAirport.com)

 **Lincoln Airport**

*The F.A.R. Part 150 Noise Compatibility Study  
was conducted by:*

